

During this weather the softer the drink the better.

It is the early bird, too, that gets a look at the bird-men.

Anatole France says that all war is doomed to perish. Meanwhile, wait the fly!

Speaking of high society, a six foot New York man is to marry a seven foot girl.

There are worse occupations, too, on a hot day than that of eating iced cantaloupes.

In 100 years the summer clad man will look back with horror on the coated man of today.

Anybody who wants a coat of tan this summer ought to be able to achieve his heart's desire.

Why wait the flies yourself when you can keep a pet toad to attend to the fly swatting department?

Danger from rabies would be greatly minimized if all dogs were given plenty of cold water to drink.

Austria is to charge its tobacco smokers \$15,000,000 more a year. Its object is not to cure them of smoking, either.

A Massachusetts man was choked to death by his celluloid collar. Another argument for the modern, up-to-date rag stuffer.

A New York judge has decided that a woman is not entitled to alimony when she makes her husband cook his own breakfast. Hooray!

Senator Clark has a \$125,000 pipe organ in his mansion, but when it comes to music we have no doubt that the senator prefers ragtime.

A kind-hearted New Jersey yardmaster held a freight car five weeks on a siding because a thrush had built her nest on one of its trucks.

A professor of chemistry stopped a runaway horse by dashing ammonia into its face. There's a device that might be tried on runaway husbands.

"Wheat from an ancient Egyptian tomb" has been successfully planted in Colorado, so good wheat must have been selected by the cute Arab guides who put it in the tomb.

Because her husband kissed her only twice a day during their honeymoon a New York lady has applied for a divorce. Probably they were stingy little kisses, too.

Out at Omaha a debating society has decided that the horse is more desirable than the automobile. The society must be made up of people who get wages instead of salaries.

The kaiser's only daughter is 18, of a sunny disposition, and will marry whom she chooses. Other recommendations may be had by addressing her father at his Berlin residence.

A New Jersey woman is said to have been inoculated with rabies by being hit by a bullet which passed through a mad dog. Fast thing, the germ that can hook onto a bullet.

The people of Charleston, S. C., are jubilant because fifteen babies were born there in one night recently. Charleston may be expected to immediately apply for the taking of a new census.

A "punch in the jaw" delivered by a wife laid her husband up for twenty-two weeks. With a passion, for exact detail, he also reports that the third vertebra was displaced one-sixteenth of an inch.

A Philadelphia woman gets a divorce rather than live in Chicago. Quoting George Ade: "Somebody must live here." However, the time from Philadelphia to New York has been cut to less than two hours.

A Chicago doctor is quoted as saying that 60 per cent. of the dogs that bite people are infected with rabies. Then the popular impression that being bitten by a mad dog is fatal seems to be pretty thoroughly refuted, inasmuch as no rabies epidemic among human subjects has been reported.

A man in New York who has achieved an international reputation as an inventive engineer while out on bail on a charge of larceny, now goes to jail for two years and six months. The state can well afford to see that he has leisure in captivity to go on with his inventions.

Certain vague allusions in the papers lead to the suspicion that Keokuk is building a dam across the Mississippi which will conserve all the water of that eccentric old stream that is not needed for the maintenance of its catfish. Keokuk hitherto has been called the "gate city." Henceforth it will be known as—but this is merely conjectural.

A physician tells us that yawning is good for the health. At any rate people who are in the habit of yawning rarely break down from overwork.

DUTY OF UNCLE SAM

BUILDING OF GOOD ROADS PROBLEM FOR FEDERAL GOVERNMENT.

WOULD HARDLY FEEL TAX

General Welfare Clause of Constitution Gives Congress Power to Build Roads—Federal Aid Would Give Mighty Impetus to Road Building.

BY HOWARD H. GROSS.

About once a year the post office department sends out word to the various postmasters throughout the country where the roads are bad, threatening to suspend rural mail delivery unless the roads are put in acceptable condition. This is right and proper. It is an outrage to expect the mail carrier to wade through a sea of mud to carry the mail to the farm home. It ought not to be necessary for him to do so. At times the roads get so bad that the mail wagon must be abandoned, and the trip is then made on horseback, carrying only the letters. Sometimes the delivery has to be abandoned for days at a time on account of road conditions.

Why the roads should be so bad the country over, when nearly everybody wants good roads is a strange anomaly, and this unfortunate situation will probably continue until the people approach the good roads problem from the right angle.

It is a tremendous undertaking to gravel and macadamize the principal highways of the country—if means the building of 400,000 or 500,000 miles of roads, and would cost between a billion and a half to two billion dollars, or from \$15 to \$20 for every man, woman and child in the land. This seems like a colossal outlay and it is, but the money could not all be spent at once. It would take probably twenty years to do it, so it would be at the rate of perhaps one dollar per year per capita. The department of agriculture estimates that the actual saving to the people by good roads would be at least \$3.50 per person per year. If this estimate is anywhere nearly correct, and it probably is approximately so, then the saving to the people alone by good roads would pay for them in five years' time.

There is no fact better demonstrated in economics than that the building of good roads adds to property values many times the cost and brings social, educational and economic benefits that make the building of roads the best paying investment that any community or state can make.

The question is, how ought this matter to be handled? In the writer's opinion the first duty is to the federal government. It is high time for it to get busy on this problem. The money Uncle Sam raises is by indirect taxation and this tax the people scarcely feel and there is very little complaint about it. It hurts us more to pay one dollar as a tax through the tax collector's office than it does to pay five times the amount by indirect taxation. Under the general welfare clause of the constitution, congress has the power to build roads. It also has specific authority to do so for those roads used for rural delivery, and these comprise nearly all the main highways of the country.

Suppose, then, we estimate an expenditure of \$1,500,000,000 to be made upon highways, jointly by the nation, the state and the township or county, letting the federal government contribute one-third the amount, and prorating the money between the states on a joint basis of population and road mileage. This would give a state like Illinois between \$26,000,000 and \$27,000,000. The funds to be provided for from time to time by long-time, low interest bonds. The tax per capita to carry these bonds at three per cent., when all are issued, would be about 15 cents per year—three car fares! Then let the state pay one-third from a general tax levy, or, better still, by a bond issue, and one-third paid locally by the township. It is common practice for the state to contribute to road building under what is popularly known as the state aid plan—the townships have been doing the little that has been done and doing it without help for many years. The new feature of the proposition is the federal contribution, for which there is ample authority and for which there is a precedent and a paramount need.

Within the last few years there has been a great hue and cry throughout the land for waterway improvement; conventions have been held and the demand made that the federal government contribute \$500,000,000 to that end, at the rate of \$50,000,000 a year for ten years. The point the writer desires to make is that where it is possible for one ton of freight or produce to be carried by water, there would be thousands of tons moved by wagon over the public highways, and that if the amount of money demanded for waterway improvement were applied to highways, it would be hundreds of times more beneficial, and the benefits would reach all of the people.

The government is using about 900,000 miles of public roads for rural mail delivery and these are post roads within the meaning of the Constitution. Congress has express power to build and maintain post roads, and if it can build and maintain them it certainly could help to do it.

The question may be asked whether a bond issue of \$500,000,000 for aid in road building would be at all hazardous. By referring to the statement of the treasury department, one will find that the present bond issues amount to about \$11 per capita, and the annual interest charge is 20 cents. The issue of \$500,000,000 of bonds would carry the bond issue up to approximately \$16 per capita and the interest charge to 44 cents. At that rate it would be the smallest bonded indebtedness per capita of any of the leading countries of the world. As against the \$16, Great Britain has a debt of \$88 per capita, Germany \$49, Italy \$92, and France \$144. It is perfectly safe to say that if the government would issue and expend \$500,000,000 of bonds in aiding the construction of permanent highways, the people would never know that an additional tax had been imposed and would never feel the payment. This step would give a mighty impetus to road building, and in ten or fifteen years probably 400,000 miles of good roads could be built, and this would revolutionize transportation and would add immeasurably to the pleasure of country life, and would add several times the amount to the property value of the nation, and give us better schools, higher social life and a higher standard of civilization.

There is a widespread demand for a parcels post, and as congress usually responds to popular demand, and always does if the clamor is loud and long enough. So it is quite probable the parcels post will be tried out. Let the government help build good roads—the highways over which the children must go to school, the doctor to reach the suffering and over which must pass every bushel of grain and every bale of cotton raised—the road which reaches every field, every farm home and every market town. The people everywhere demand good roads. Roads are universal; waterways are sectional. Good roads mean a saving in transportation far greater than can be accomplished in any other way. Good roads mean better schools, more social life and a higher standard of living; they mean progress and civilization.

GRADES AND GOOD ROADS

Highways Traveled by Heavily Loaded Vehicles Should Be Kept Down to Three Per Cent.

A one per cent. grade on a road means a rise of one foot for each hundred feet of distance traveled up the hill. A ten per cent. grade means ten feet rise in each hundred feet so traveled. A one per cent. grade, then, means that in traveling up hill one mile an ascent is made of 52.8 feet, while a ten per cent. grade means a rise in altitude of 528 feet in a mile. Accurate tests have shown that a horse which can pull 1,000 pounds on a level road can pull only 610 pounds on a rise of one foot in fifty, and on a rise of one foot in ten he can pull only 250 pounds. These facts show that the greatest load than can be hauled over a road is the load which can be taken up the steepest hill on that road, or through the deepest mud hole. It is therefore advised that all highways traveled by heavily loaded vehicles should be kept within a three or four per cent. grade if practicable. To do this may require a change of location to get around hills, always keeping in mind that the lower the grade the larger the load may be hauled and the cost of haulage kept at the lowest point.

Birds a Help to the Farmer.
The demand for the protection of wild birds was once based solely on humane and esthetic grounds; now the demand is coming to be based in addition on economic grounds, which will commend it to a larger number of men and insure it a more careful hearing in the court of public opinion. Bird slaughter not long ago was decreed because the native songsters were being killed at the behest of millinery fashion.

Now another note is sounded. The increase of insect pests and consequent reduction of the harvests has corresponded with the decrease of the birds. In addition to filling their craws with insects numerous wild birds feed on weed seeds, and weeds are a handicap in agriculture.

In several states increasing safeguards are being thrown around birds because of their worth as aids to agriculture.

Russia's Fight on Tuberculosis.
The first "white flower day," which was observed in Russia on May 3, was a "success beyond the hopes of the most sanguine," says the *Russische Correspondenz*. Throughout the nation on that day men, women and children offered for sale tiny white flowers. The proceeds of the sales were handed over to the League for the Prevention and Cure of Tuberculosis. Money in large quantities was collected, the smallest and poorest hamlets contributing their share. It is not to be wondered at, because Russia is really the land of the dread malady. The trying climate and unspeakable sanitary conditions make it a fruitful ground for the development of the disease, and statistics show that in late years there has been a steady increase in its ravages. The manner in which the people responded on the first "white flower day" shows that they appreciate the conditions.

What Did She Mean?
"On benched knee I begged her for a kiss."
"And what did she say?"
"Told me to get up and be practical."—*Louisville Courier-Journal*.

GOOD ROADS BETTER COUNTRY

Highways Tell Tale of Profit or Loss and Spell Ruin for Country That Neglects Them.

The plain people of the land are familiar with the truths of history. They know the past. They realize that often difference between good roads and bad roads is the difference between profit and loss. Good roads have a money value far beyond our ordinary conception. Bad roads constitute our greatest drawback to internal development and material progress. Good roads mean prosperous farmers; bad roads mean abandoned farms, sparsely settled country districts, and congested populated cities, where the poor are destined to become poorer. Good roads mean more cultivated farms and cheaper food products for the toilers in the towns; bad roads mean poor transportation, lack of communication, high prices for the necessities of life, the loss of untold millions of wealth, and idle workmen seeking employment. Good roads will help those who cultivate the soil and feed the multitude, and whatever aids the producers of our country will increase our wealth and our greatness and benefit all the people. We cannot destroy our farms without first destroying our roads. They are today the heart of our national life and the chief source of our material greatness. Tear down every edifice in our cities and labor will rebuild them, but abandon the farms and our cities will disappear forever.

I take an abiding interest in this all-absorbing question for better highways by some plan it can be done honestly, economically and constitutionally. I am not committed to any pet scheme. I have no vanity in the matter. I care not who gets the glory so long as the people get the results.

I am for the cause and in the fight to stay. Good roads mean progress and prosperity, a benefit to the people who live in the cities, an advantage to the people who live in the country, and it will help every section of our vast domain. Good roads, like good streets, make habitation along them most desirable; they enhance the value of farm lands, facilitate transportation, and add untold wealth to the producers and consumers of the country; they are the milestones marking the advance of civilization; they economize time, give labor a lift, and make millions in money; they save wear and tear and worry and waste; they beautify the country, bring it in touch with the city; they aid the social and the religious and the educational and the industrial progress of the people; they make better homes and happier hearth sides; they are the avenues of trade; the highways of commerce, and mail routes of information, and the agencies of speedy communication; they mean the economical transportation of marketable products—the maximum burden at the minimum cost; they are the ligaments that bind the country together in thrift and industry and intelligence and patriotism; they promote social intercourse, prevent intellectual stagnation and increase the happiness and the prosperity of our producing masses; they contribute to the glory of the country, give employment to our idle workmen, distribute the necessities of life—the products of the fields and the forests and the factories—encourage energy and husbandry, inculcate love for our scenic wonders and make mankind better and greater and grander and broader.

Good roads are the arteries of industrial life of a great and powerful people. Good roads make a good country. In a government such as ours all sorts of men and women are more or less absolutely dependent upon the best and speediest means of communication and transportation. If you say that good roads will only help the farmer, I deny it. The farmer who produces the necessities of life are less dependent than the millions and millions of people who live in our cities. The very lives of the latter depend on the farmers—the producers of the necessities of life. The most superficial investigation of this subject will clearly prove that good roads are more important to the consumers than they are to the producers of the country.

The fathers of the republic wisely recognized the importance of this question. Washington and Jefferson advocated good roads and projected the construction of a great highway from the capital to the Mississippi valley. The far-seeing statesmen of the early days of our national existence championed and passed measures for better means of transportation. They knew that of all human agencies the one which has done most for civilization has been the building of good roads—the bridging of distances, the shortening of time—in the facility of communication. They realized the necessity of good roads, how important they were to the country, to its growth and its development; and to mankind, morally, physically, intellectually and industrially.

WILLIAM SULZER.
Division Extraordinary.

At the Zoological park it became necessary to cut down a large tree. A log about twenty feet long was one of the results. Dr. Hornaday, the director, gave orders to one of the workmen, a stalwart Irishman, to split the log, with a small charge of dynamite, into two halves and scoop out each half for a trough to be used in feeding some of the animals. Later in the day the son of Erin appeared at the director's office, much excited, and exclaimed: "Th' dynamite has blowed that log into 'twee halves."

Onlooker

By WILBUR D. NESBIT.



The harem skirt has fallen flat. Just as at first predicted—The comic artists saw to that: By them it was depicted As something wild and something weird And something fit for jesting: By ridicule entirely queered The harem skirt is resting.

Now, conscience or economy May hurry on the sequel, Since a woman no more cares to be Her lord and master's equal—That is, so far as clothing goes— And so, take warning now, sirs, The danger is not done: suppose They say: "Take back your trousers."

Oh, husbands, rally for your lives! Go sell those cast-off garments, Or take them on some backwoods drives And throw them at the varmints, Or else some day the blow will fall—Those garments a la harem Will be thrust at you, one and all, And you will have to wear 'em.

The Busy Man.
Mr. James Jimcoe bounced out of bed at 6:30 a. m.

He raised Cain because the rest of the family were not up.

He scolded the children for not dressing rapidly. He asserted in loud and peevish tones that he had to have his breakfast on the dot, that he had important business at his office, and wanted to know how in the name of Samuel Hill he was going to get to his office on time if the family did not get up and dress and eat breakfast.

He rushed through his breakfast, reading the paper with one eye and looking for the butter with the other.

He raced to the train, and caught the last platform as it was pulling out.

All the way to town he fumed about the way things and people tried to combine to hinder him.

On the way from the station to his office he stopped at a cigar store and shook fifteen games of dice for cigars, succeeding in winning a dollar's worth for \$3.75, and putting in three-quarters of an hour at it.

This is the age of hustle.



"I have planned to go shopping to-morrow," announced the fond wife.

"I haven't a cent," declared the brutal husband.

"But that's what you always say when I want to go shopping."

"And that's what I always say after you've been."

When the, Etc.

When the class goes for a picnic, and they find a sylvan glade, And somebody tips the barrel that contains the lemonade, And some one falls from the hammock, and the teacher wants to swear But must smile with saintly patience when a twink pulls off her hair, Oh, it's then that harem is joyous and it's then that life is gay.

When the class all gets sun-blistered on its happy picnic day, And you sit down to dinner, but you rise to frown and sigh For the bugs are in the ice cream and the ants are in the pie.

Forebodings.
"Ah," sighed the young man, as the canoe drifted silently through the shadows of the trees upon the river, "would that we might glide thus forever along the river of life. Will you?"

"Alfred," responded the maiden fair to see, "I am deeply honored by your proposal, but I am afraid that your fondness for rocking the boat would interrupt that glide down the river of life before we had sailed very far."

Some.
Some actors hold the mirror up to nature; others hold it up to themselves.

Thibaut Nesbit.

CURE THAT SORE THROAT

Sore throat is inflammation of the mucous membrane of the throat, and if this membrane happens to be at all sensitive a predisposition to sore throat will exist.

Paxtine Toilet Antiseptic is both a preventative and a cure for sore throat because it possesses extraordinary cleansing, healing and germicidal qualities. Just a little in a glass of water, used as a gargle, will quickly relieve all soreness and strengthen the mucous membrane of the throat, and thus overcome all tendency to sore throat.

Paxtine is far superior to liquid antiseptics or Peroxide for all toilet and hygienic uses.

Paxtine may be obtained at any drug store, 35 and 50c a box, or sent postpaid upon receipt of price by The Paxton Toilet Co., Boston, Mass. Send for a free sample.

For a trainwrecker no punishment can be too severe.

Lewis' Single Binder, the famous straight 5c cigar—annual sale 11,500,000.

Many a man who has no music in his soul can play on a woman's heart-strings.

He Thought So.
Eve—Am I a well dressed woman?
Adam—I guess so; you never wear a fig leaf more than once.

Impossible.
"George acts like a fool."
"No. An actor could never come as close to nature as that."—*Variety Life*.

Give Defiance Starch a fair trial—try it for both hot and cold starching, and if you don't think you do better work, in less time and at smaller cost, return it and your grocer will give you back your money.

He Wondered.
"What do you think of my hat, dear? I bought it at a great reduction."
"Good heavens! What size was it before they began to reduce it?"

Thinnest Man Weds.
The thinnest man in the world was married recently by Municipal Judge John R. Newcomer at the city hall.

"I had to look three times to see him," said the judge.

The man is Arthur Atherton, twenty-four years old. Though five feet high, he weighs only thirty-eight pounds. He married Blanche Buckley, nineteen years old, who weighs 136 pounds.—*Chicago Daily News*.

"Boy Scout" Movement Spreads.
The "boy scouts" movement has reached the Malay peninsula, and Singapore is to have a fine organization under the patronage of the governor and chief justice. It is a good thing in many ways, aside from the military training, and bids fair to become one of the permanent and most popular institutions of the peninsula. All through the British colonies "boy scout" organizations are being formed.

And Then He Escaped.
"William," said Mrs. Peckem, sternly, "did you ever stop to think that some one might steal me when you are away?"

"Well," responded the poor husband, with a far-away look, "I was a little alarmed when a horse thief was prowling these parts last week."
Mrs. Peckem stiffened up haughtily. "A horse thief, eh?"

"Yes, I heard that he carried off two or three nags from this district." And then Peckem made a bee-line for the door.

FALSE HUNGER
A Symptom of Stomach Trouble Corrected by Good Food.

There is, with some forms of stomach trouble, an abnormal craving for food which is frequently mistaken for a "good appetite." A lady teacher writes from Carthage, Mo., to explain how with good food she dealt with this sort of harmful hunger.

"I have taught school for fifteen years, and up to nine years ago had good, average health. Nine years ago, however, my health began to fail, and continued to grow worse steadily, in spite of doctor's prescriptions, and everything I could do. During all this time my appetite continued good, only the more I ate the more I wanted to eat—I was always hungry."

"The first symptoms of my breakdown were a distressing nervousness and a loss of flesh. The nervousness grew so bad that finally it amounted to actual prostration. Then came stomach troubles, which were very painful, constipation which brought on piles, dyspepsia and severe nervous headaches."

"The doctors seemed powerless to help me, said I was overworked, and at last urged me to give up teaching, if I wished to save my life."

"But this I could not do. I kept on at it as well as I could, each day growing more wretched, my will-power alone keeping me up, till at last a good angel suggested that I try a diet of Grape-Nuts food, and from that day to this I have found it delicious always appetizing and satisfying."

"I owe my restoration to health to Grape-Nuts. My weight has returned and for more than two years I have been free from the nervousness, constipation, piles, headaches, and all the ailments that used to punish me so, and have been able to work freely and easily." Name given by Postum Co., Battle Creek, Mich.

Read the little book, "The Road to Wellville," in pkgs. "There's a Reason." Ever read the above letter? A new cure appears from time to time. They are genuine, true, and full of human interest.